

0814Z 18 FEB 66

SECRET

DD/SA
JDA
SS
CC
P/FA
RB

C/FE

DIRECTOR

25X1A

[REDACTED]

FL/OPS

INFO

PRIORITY

#372

FOR: 0814Z 18 FEB 66

OSA 1-20

IN 88935

25X1A

PRIORITY [REDACTED]

INFO PRIORITY [REDACTED]

25X1A

CITE

[REDACTED]

25X1A

FROM [REDACTED]

25X1A

25X1A

REF A: [REDACTED]

REF B: [REDACTED]

SUBJECT STATUS REPORT 372 ACCIDENT.

1. TEAM DID NOT RETURN TO ACCIDENT SITE 18 FEB SINCE MAJOR
PORTION OF MORNING UTILIZED IN COORDINATING [REDACTED] POSITION RE
WHETHER OR NOT [REDACTED] DESIRED EXPEDITED ACTION. IMMEDIATELY
AFTER POSITION ESTABLISHED TEAM DEPARTED FOR [REDACTED] BUT
1047 GROUND ABORTED AND REPAIRS OR REPLACEMENT AIRCRAFT COULD
NOT BE PROVIDED IN SUFFICIENT TIME TO MAKE EFFECTIVE USE OF
REMAINING DAY LIGHT HOURS AT SITE. TEAM NOW SCHEDULED TO DEPART
[REDACTED] EARLY MORNING 19 FEB. FOLLOWING ACTIONS ARE PLANNED:

(A) BEGIN CLEARING AWAY BRICK, CEMENT, AND RUBBLE FROM BENEATH,
ON, AND AROUND AIRCRAFT. [REDACTED] HAVE
BEEN MADE AVAILABLE AND WILL BE UTILIZED PER [REDACTED] INSTRUCTIONS.
(B) ADDITIONAL PHOTOS WILL BE TAKEN. (C) DEPENDING UPON
ACCESSIBILITY, FUEL, OIL, HYDRAULIC FLUID, AND OXYGEN SAMPLES

SECRET

GROUP 1
EXCLUDED FROM AUTO-
DECLASSIFICATION
AND DOWNGRADING

25X1A

[REDACTED] (IN 88935)

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WILL BE TAKEN. (D) UNTIL CLEAN UP IS ACCOMPLISHED IMPOSSIBLE
TO REMOVE CLASSIFIED SYSTEMS AND EQUIPMENT. PRESENTLY PLAN
TO LEAVE EQUIPMENT INSTALLED AS IS UNDER GUARD AND REEVALUATE
FEASIBILITY OF ATTEMPTING REMOVAL PRIOR TO MOVING AIRCRAFT.
APPEARS NOW THAT BEST POSITION MAY BE TO REMOVE SYSTEMS AFTER 25X1A
AIRCRAFT FUSELAGE RETURNED [REDACTED] (E) REQUIREMENTS AND 25X1A
AVAILABILITY OF SALVAGE EQUIPMENT FROM [REDACTED]
WILL BE ESTABLISHED. OTHER EQUIPMENT WILL BE IDENTIFIED AND
MOVED FROM [REDACTED] (F) LOCATION AND IDENTIFICATION OF ADDITIONAL
WITNESSES AT [REDACTED] INCLUDING BRIEF OR TRANSCRIPT
OF UHF TRANSMISSIONS ON [REDACTED] 25X1A

2. GENERAL CLEANUP IN AREA WILL REQUIRE APPROXIMATELY ONE
DAY. AFTER CLEANUP AIRCRAFT WILL BE RETAINED IN PRESENT CONFIGURATION
UNTIL VIEWED BY INVESTIGATION TEAM. WILL ATTEMPT TO TAKE CONCERNED
TEAM MEMBERS FROM [REDACTED] FOR VIEW OF SITE 25X1A
ON SUNDAY AFTERNOON AND RETURN, IF THEIR ARRIVAL TIME PERMITS.
SALVAGE OPERATIONS COULD THEN COMMENCE ON MONDAY AND PROBABLY
BE COMPLETED TUESDAY. DELAYING THE ABOVE ACTIONS UNTIL TEAM
ARRIVES WOULD PROBABLY EXTEND COMPLETION OF SALVAGE UNTIL AT
LEAST NEXT THURSDAY.

3. HAVE REQUESTED BY SEPARATE MESSAGE LATEST [REDACTED] AND 25X1A
WRIGHT PATTERSON FUEL REPORT ON BATCH 41A WHICH WAS USED
EXCLUSIVELY FROM 4 FEB THROUGH 16 FEB.

4. CAUSES OF REPORTED OVER TEMP WHICH LEAD TO SHUT DOWN REMAIN
UNKNOWN AT THIS TIME. ALSO HAVE NO FACTUAL INFO TO SUPPORT WHETHER

25X1A

[REDACTED] (IN 88935)

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25X1A (3) NOT ANY OTHER SYMPTOMS WERE NOTED. INSPECTION AND/OR TDR
25X1A IN ENGINE AND ACCESSORIES SHOULD PROVIDE ANSWERS TO THE QUESTION.
25X1A DETERIORATION OF WEATHER AT [REDACTED] AFTER FIELD WAS REPORTED
25X1A "IN SIGHT AND GOING CHANNEL ONE" PROBABLY CAUSED PILOT TO
25X1A DIVERT TO [REDACTED] REASON FOR ATTEMPTED FLAMED OUT APPROACH
25X1A DOWN WIND AT [REDACTED] IS UNKNOWN. DISCUSSION WITH [REDACTED]
25X1A TOWER PERSONNEL MAY SHED LIGHT ON THIS POINT.

2. NAMES OF CASUALTIES AND FATALITIES WITH FAMILY ASSOCIATION
WILL BE VERIFIED AT THE SCENE NEXT VISIT. PROPERTY DAMAGE WILL
ALSO BE FURTHER IDENTIFIED.

END OF MESSAGE

S E C R E T